Virginia Department of Historic Resources
PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the property for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the property could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

General Property Information

For Staff Use Only
DHR ID #: 127-6720

Property Name(s): Chesapeake Warehouses

Property Date(s): 1929; Enclosed with metal ca. 1954-59 ☒Circa ☐Pre ☐Post

Open to Public? ☐Yes ☐Limited ☒No

Property Address: 1100 Dinwiddie Avenue City: Richmond Zip: 23224

County or Ind. City: Richmond USGS Quad(s): Richmond

Physical Character of General Surroundings

Acreage: 11.124 Setting (choose one): ☒Urban ☐Town ☐Village ☐Suburban ☐Rural ☐Transportation Corridor

Site Description Notes/Notable Landscape Features:

The Chesapeake Warehouses are located approximately 2 miles south of downtown Richmond, across the James River in the industrial neighborhood east of Manchester. The edge of the site is defined by Dinwiddie Avenue to the north, East 12th St. to the west, Gordon Avenue to the south, and the property line approximately half-way through the block to the east. The site is elevated a few feet above the street level. A chain-link fence with barbed wire encompasses the entire site. Tobacco was historically transported to the site by rail from all over the world for use at the Philip Morris plant located approximately one-half mile northwest. The rail lines are still visible on the north and east sides of the site. The site is not regularly planted, although grass is located around and between the warehouses. Small trees, shrubs, and brush line the chain link fence that demarcates the property line to the north. The site was previously home to 15 large warehouses, some freestanding and some joined together. Six warehouses located to the northwest of the site have since been demolished as a result of termite infestation, however the connector, a concrete walkway with flat roof which connected warehouse 3 to one of the demolished warehouses, is still intact. A portion of the area where the demolished warehouses once stood is now used for storage of various equipment and materials. Two mobile trailers have been moved to the site as well. A low concrete loading dock curves from warehouse 13 and warehouse 14 to warehouse 12, where the dock then straightens out and continues to warehouse number five. A concrete loading dock is also located along the west edge of the warehouses.

Secondary Resource Description (Briefly describe any other structures (or archaeological sites) that may contribute to the significance of the property:

A small building, residential in design, although it was never used a residence, is located toward the northeastern corner of the site. The building historically served as the site manager's office.

A small, one-story storage building is located between warehouses 2 and 3. The building, approximately 256 square feet in area, is constructed with concrete block.

Ownership Category: ☒Private ☐Public-Local ☐Public-State ☐Public-Federal

Individual Resource Information

What was the historical use of this resource? Examples include: Dwelling, Grist Mill, Bridge, Store, Tobacco Barn, etc…

Tobacco Warehouse

What is the current use? (if other than the historical use) Warehouse

Architectural style or elements of styles: No Style / Industrial

Architect, builder, or original owner: Architect or engineer unknown

# of stories 1 Condition: ☐Excellent ☒Good ☐Fair ☐Deteriorated ☐Poor ☐Ruins ☐Rebuilt ☐Renovated

Are there any known threats to this property? No

Resource Component Information

Please answer the following questions regarding the individual components of the resource. If the component does not exist, answer "n/a." If you feel uncomfortable in answering the question, please leave the space blank. Photographs of the features can also help our staff identify specific feature components. Usually, priority is given to describing features on the primary (front) facade of the structure.

Foundation: Describe the foundation that supports the structure. Examples include piers, continuous brick, poured concrete.

Concrete piers with a 9" continuous brick foundation above grade.

Structure: Describe the primary structural component of the resource. Include primary material used. Examples include log, frame (sawn lumber), and brick. Also include the treatment, such as a particular brick bond or type of framing, if known.

Sawn Virginia Pine frame. Brick firewalls.

Walls: Describe the exterior wall covering such as beaded weatherboard or asbestos shingles.

Walls are clad in sheet metal siding.

Windows: Describe the number, material, and form of the primary windows. This includes the number of panes per sash, what the sashes are made of, and how the sashes operate (are they hinged or do they slide vertically) Have the windows been replaced?

The warehouses have no windows, only vents covered with metal and screened with chicken wire.

Porch: Briefly describe the primary (front) porch. List the primary material, shape of the porch roof, and other defining details.

None.

Roof: Describe the roof, listing the shape and the covering material.

Flat / low slope roofs, covered with EPDM.

Chimney(s): List the number of chimneys and the materials used. Include the brick bond pattern if possible.

None.

Architectural Description of Individual Resource: (*Please describe architectural patterns, types, features, additions, remodelings, or other alterations. A sketch of the current floor plan would be appreciated)*

The Chesapeake Warehouses are a series of industrial tobacco buildings that were used historically for the storing and aging of tobacco for use in Philip Morris's tobacco products. These warehouses were integral to the tobacco industry as part of the manufacturing process of various tobacco products. The complex currently consists of three pairs of warehouses and two single warehouses. Each warehouse is one story and encloses approximately 20,000 square feet.

Warehouses 13 and 14, which are joined, are a modified trapezoid in plan. A large, thick firewall which runs north to south divides the pair of warehouses. The buildings are primarily accessed through large roll-up

doors to the south and southeast, but have secondary entrances to the north. Historically, the entrances located on the north and would have had direct access to the railroad cars. Gable roofs are cantilevered above the south entrances to warehouses 13 and 14 to provide shelter from the elements. A larger shed roof is supported by steel columns and an "I" beam above the southeastern entrances to warehouses 13 and 14.

Warehouses 12 and 5 are singular, identical, and rectangular in plan. They are primarily accessed by large roll-up doors to the east but have secondary entrances to the west. Historically, these west entrances would have provided access to the railroad cars while the east entrances would have provided access to trucks.

Warehouses 1 and 2 are a pair of warehouses. Warehouses 3 and 4 are also a pair of warehouses. The two pairs, which are located between warehouse 12 to the north and warehouse 5 to the south, are identical to each other. Thick, structural brick firewalls divide the pairs of warehouses and extend approximately two feet beyond the edges of the warehouses. Roll-up doors, which are located on the firewall, grant access between the pairs of warehouses. An open-air concrete walkway with a flat roof supported by four square steel columns and "I" beams, which originally joined warehouse 3 to one of the demolished warehouses to the east of the site, is still intact.

All of the warehouses are clad in hand-seamed galvanized sheet metal siding. The structures lack windows but instead have vents which are covered in metal and screened with chicken wire. Centrally located skylights, which are the ridge type with gable ends, allow natural light to penetrate into the open 20,000 square foot interior. The buildings are constructed with sawn timber framing. Rows of large, solid wooden columns with block capitals support the beams, which in turn support the ceiling joists. "X" cross bracing is found between the joists. The interior space is approximately fifteen feet tall. Large, industrial light fixtures provide the only artificial lighting. The fixtures are suspended from the ceiling joists. The ceiling is comprised of hardwood planks with no gaps between them. Additional support has been given to the columns through the addition of lumber in a "Y" formation to the columns. The floors would have historically been soil covered by 4-6 inches of cinders, with concrete aisles. Currently, the floors are entirely comprised of poured concrete. Interior spaces are open and utilitarian in nature, constructed to allow flexibility for moving and storage of the large hogsheads (barrels) of tobacco kept in the warehouses.

The site manager's office is located toward the northeastern corner of the site west of the trucking entrance. The building consists of a three bay, one-story, colonial revival structure. A small gable-roof porch with a dentil molding is centered in the primary elevation of the building and is supported by triple columns. A set of concrete stairs provide access from the site manager's office to Dinwiddie Avenue. The street is accessed through a gate in the barbed wire fence. The building is constructed with brick, which is laid in a Common bond with a seventh course header. The roof is gabled, with the exception of the additions which have a shed roof. The windows have been covered over with plywood or metal grates. The floor plan would have historically been a "t" but has had two additions through the course of its history.

A small, one-story storage building is located between warehouses 2 and 3. The approximately 256 square feet building is constructed with concrete block. The building historically had a garage door on the east elevation, which has since been removed. There are no other openings in the building. The building has stepped parapet wall and a slightly sloping EPDM roof.

Significance Statement: Briefly note any significant events, personages, and/or families associated with the property. (Detailed family genealogies are not necessary.) Please list all sources of information. It is not necessary to attach lengthy articles or genealogies to this form. Normally, only information contained on this form will be posted for consideration by the State Review Board.

Early Gravely Family Tobacco Cultivation and Production

The James Gravely family emigrated to Virginia ca. 1700, settling in Henry County. The family established themselves as farmers, and soon began producing tobacco, a family tradition that continues to the present day. The Gravely family remained in Henry County through the 1890s, cultivating tobacco all the while. In the late 19th Century, John Witcher Gravley's brother Peyton Benjamin Franklin Gravley produced and sold "B.F. Gravely's SUPERIOR chewing tobacco, advertised as having a "widely known reputation of sixty years standing with chewers ....." John Witcher Gravely's son John Oglesby Winston Gravley, also born in Henry County, was to take the family tobacco business to places his forbearers could scarcely dream of. John Oglesby Winston Gravley started out as a tobacco farmer, but soon discovered a far more lucrative way to make a living.

John Oglesby Winston Gravely moved his family to Rocky Mount, North Carolina in 1890 and shifted from tobacco cultivation into tobacco brokerage. There, taking advantage of the physical confluence of road and rail lines and the economic confluence of a burgeoning modern banking system, J.O.W. Gravely built and managed a centralized tobacco brokerage and warehouse business. The enterprise, named J.O.W. Gravely and Co., became very successful. With that success came a new name that reflected its geographic breadth: the China America Tobacco Company. The China America Tobacco Company (CATCO) became a premier international tobacco brokerage house in the 20th Century, utilizing inexpensive Asian tobaccos that could be blended with distinctive Virginia Bright Leaf tobaccos to produce a tobacco with the desired flavor profile, at a much lower cost. As bulk and seed production of tobacco in the United States centralized in nearby South Boston, J.O.W. Gravely's overseas connection and his central location in Rocky Mount created a powerful global presence.

Throughout the 19th Century in the United States, leaf tobacco products were mainly "plug" products (e.g. tobacco that is chewed), though snuff was also popular. Smoked tobacco was generally taken in the form of cigars or pipes. Cigarettes were not mass-produced but rather were individually rolled by the user. Tobacco production was localized: cultivation, curing, and production into its ultimate form all occurred at a local level, with limited distribution. Because of this, quality and taste varied greatly between producers, and even within individual producers, by year and batch. As tobacco production centralized at the end of the 19th Century, producers became increasingly concerned with the need to insure consistency across a given brand's production, to ensure that the taste sought by the consumer was at least somewhat consistent. This was the beginning of the concept known as the "blend;" the combination of tobaccos (and, later, fillers) used to insure a particular flavor profile for a given brand of tobacco products.

J.O.W. Gravely closely observed developments in the idea of the "blend," and used his growing connections in China (maintained through the family business which imported aggressively from China) to import large amounts of Chinese tobacco, and to use the profiles of tobacco he imported and brokered domestically to sell to tobacco producers to develop and maintain particular flavor profiles. The idea of the "blend" became critical during World War I, when "ready rolled" tobacco – the mass-produced cigarette – became popular with the general public (far surpassing small-scale locally-produced tobacco products), and the maintenance of consistent flavor across a given brand became critical. International tobacco importation and processing became a critical concern for the tobacco industry in the early 20th Century.

The Influence of the American Tobacco Company

James "Buck" Duke of the American Tobacco Company followed developments in the mass market production of cigarettes and the maintenance of the "blend" closer than nearly anyone. Duke controlled a large segment of the United States tobacco market by 1900, when he turned his attention abroad, making aggressive moves into the European tobacco market. In response, several European firms responded with

the creation of Imperial Tobacco, a conglomerate of thirteen smaller, independent European firms determined to resist the onslaught of the American Tobacco Company. In retaliation for the American Tobacco Company's incursions into the European market, Imperial Tobacco retaliated by moving into the American market, making capital investments in cooperating companies. The focus of their strategy was the establishment of a strong presence in the heart of tobacco-producing America. Examining the American market, they selected a site for their warehouse and auction center in a community that had a long-established tobacco economy: Rocky Mount, North Carolina, next door to J.O.W. Gravely and Co.

Because of his extensive local, European, and Asian contacts, Imperial Tobacco selected J.O.W. Gravely as their American contact. American Tobacco, realizing the threat of this incursion, soon agreed to work with Imperial Tobacco to form the British American Tobacco Company, LTD. This monopoly soon acquired over 250 tobacco companies, attracting widespread criticism and eventual legal action by United States federal prosecutors. In 1907 the trust was challenged, and in 1911 the conglomerate was broken up by the U.S. Supreme Court.

In the wake of the break-up, dozens of smaller leaf buyers and processors saw an opportunity. In that year, J.O.W Gravely formalized J.O.W. Gravely and Co. and began purchasing, selling, warehousing, and processing tobacco for a variety of international customers including American, Imperial, Ligget Meyers, P. Lorillard, Nanyang Brothers, and others. J.O.W. Gravely and Co. saw the business expand by 500% in a matter of months: the opportunities afforded by its international relationships and the convenience of its geographic location became assets and the idea of the "blend" became critical.[1] The rapidly growing company incorporated as the China American Tobacco Company (CATCO) in September 1918, as World War I came to a close. While in Rocky Mount, J.O.W. Gravely pioneered the construction of a centralized warehouse and production facility. Gravely would never sell tobacco on the retail market, preferring always to work as a supplier and warehouse for other tobacco companies who dealt directly with consumers. Gravely always maintained that the more lucrative and secure position was to market to multiple producers, rather than work only for one, or to enter that market themselves.

The Move to Richmond, VA

While these developments were taking place in North Carolina, Richmond, Virginia was facing a problem. Existing tobacco production and warehouse facilities in Richmond were multi-story masonry building located in the Shockoe Bottom neighborhoods. In a crowded urban environment, these tobacco concerns were unable to expand, and often faced limited rail connections on the downtown spurs and poor access to the James River. In response, Richmond annexed the town of Manchester, south of the James River. Manchester had better access to the James, and with far less building density, and a much more accessible set of rail spurs. American Tobacco Company located its new facility in Manchester, and many other tobacco companies were soon to follow. Gravely noted that American Tobacco did not own its own storage facility, and bhe began making plans to move to Richmond.

While early cigarette manufacturing was a minor industry in Richmond (cigarette manufacturing was first introduced to Richmond by the P.H. Mayo & Bros. Tobacco Company in 1874), 0ther companies soon followed, as an embrace of machine production transformed the industry. One of these companies was Philip Morris, which moved to Richmond in 1919. Incorporated in New York City in 1903, by 1911 Phillip Morris was one of approximately 300 small tobacco companies in the United States. After the breakup of the British American Tobacco conglomerate, there were new opportunities for small competitors. After the conclusion of World War I cigarettes quickly grew in popularity, fueled in no small part by increasing social acceptance of women smoking in public. Hundreds of new brands emerged, each vying for the attention of the consumer. One of these new brands, patented in 1925 by Philip Morris, was Marlboro.

In the 1920s, advertising and marketing were critical components of the tobacco industry. Advertising – fueled by increasing literacy and a burgeoning market for newspapers and magazines – shifted from local

[1] Richmond Times-Dispatch Saturday, Sept. 4, 1926

advertising to a national audience. Production had to keep up with the new demand, and the new national audience demanded that a given cigarette (such as Marlboro) had to taste the same, no matter where it was purchased in the country. The industry understood that mass production was necessary to profitably keep up with demand, but that mass production also had to protect the characteristics of the "blend" of each cigarette brand. As Philip Morris prospered, the firm began to look outside of crowded and expensive New York City (with its successful and protective unions) to a more hospitable production site.

Meanwhile, in 1926, J.O.W. Gravely, Jr., (the youngest son of J.O.W. Gravely) had relocated to Richmond, where he had become a successful tobacco operative. His family's CATCO sought a permanent presence in Richmond to address the growing tobacco interests there. J.O.W. Gravely, Jr., had already inherited the responsibility of frequent worldwide travel in 1922, when he became CATCO's lead tobacco broker. He was spending significant amounts of time in New York City, and by the time he turned 30 in 1925, he had traveled extensively on five continents. By this time, CATCO was an established worldwide presence, and had integrated itself throughout the international tobacco community. In 1928, J.O.W. Gravely, Jr. was elected President of the United Leaf Tobacco Company, a United States – British conglomerate formed to insure the cooperative efforts of European and American tobacco traders, just as Imperial and American had formed the British American Tobacco Company some 27 years earlier. Gravely understood that the new high-speed cigarette machines required mass bulk storage, and that storage had to be capacious enough for a producer to have enough tobacco on hand to maintain their blend.

Construction of the Chesapeake Warehouses

In the same year, 1928, CATCO funded the acquisition of Richmond's first rail-fed bulk leaf warehouse development at 1100 Dinwiddie Street in Richmond, through an interim holding company called Bright Leaf Storage Company. In 1929, while the complex was under construction, the Bright Leaf Storage Company was sold to the newly-formed Chesapeake Storage Corporation. The headquarters of the new company was located on site at 1102 Dinwiddie Avenue. J.O.W. Gravely, Jr., was the chief stockholder and Chairman of the Board of Directors. The first portion of the Chesapeake Warehouses was completed and complex began use in 1929, operated by the Chesapeake Storage Corporation.[2]

The buildings of the Chesapeake Warehouse are very large, enclosing 20,000 square feet each, and consisting of a single tall story of open space on the interior. The warehouses were sited to make the most efficient use of rail access (the only form of bulk overland transport at the time), with one rail spur, an on-site switch, and two parallel sidings. The warehouses were organized into two rows of elevated buildings which could be unloaded at boxcar height from the sidings between them. Truck roads for wheeled traffic were built outside the rail lines, and were positioned at truck bed height to facilitate loading.

Two sets of architectural drawings or the Chesapeake Warehouses survive, both of which are located in the City of Richmond's Bureau of Permits and Inspections, Building permit architectural blueprints and specifications, 1907-1949, housed at the Library of Virginia.[3] No architect or engineer is identified on any of the plans. Both sets of plans reflect the ongoing construction at the Chesapeake Warehouses. The 1931 plans retain a single sheet of specifications, which are generally vague ("Excavate for all foundations to the required depth, and dirt to be hauled off."[4] The specifications do record that the building was to have platform foundations, that all lumber was to be Virginia Pine, and that the roof was to be covered "with a ten year guarantee slag roofing."[5] The specifications further note that "the sides of the building to be covered

[2] The first entry in the Chesapeake Storage Corporation ledger books was March 1929.

[3] Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp..

[4] The two surviving architectural drawings for the Chesapeake Warehouses are 1) Permit Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.; and 2) Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.

[5] The two surviving architectural drawings for the Chesapeake Warehouses are 1) Permit Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A;

with Gav. Iron and Wire same as building on present site," indicating a continuation of the same model that began earlier on the site, for which drawings do not survive.[6] The galvanized metal is recorded in the elevation drawing in that set, which records the large louvers originally constructed on the building. The wire mentioned was most likely to keep rodents out of the building. The drawing also indicates that the building had a 9" continuous brick foundation, a foundation now obscured by the metal cladding.

The individual buildings were a single tall story in height, eliminating the need for elevators and the resulting extra personnel necessitated by all of the additional handling (as was required at the older multi-story tobacco warehouses north of the James in Richmond). Their enormous capacity and ease of access were the essential characteristics of their design. The floors were elevated and consisted of soil covered by 4-6 inches of cinders, with concrete aisles. The wood columns were embedded in deep bell-shaped concrete footers, from which they rose 15 feet to yoke blocks on which the roof structure rested. The yoke blocks bore the ends of large horizontal beams which supported the ceiling joists and the roof decking. The roofs were tar and gravel, punctuated by large skylights which lit the interior. The buildings had electric lighting from the beginning, but it was minimal, and the skylights were the main source of light. The warehouses were designed and constructed in pairs, with a brick firewall separating the pair. The buildings were originally clad in galvanized metal louvers., to allow air circulation within the warehouses.

The construction sequence began with the rail spur and the sidings; once those were in place, the building materials were delivered by rail. The warehouses on the northwest side – the high side of the site – were build first, and only after their completion were the corresponding warehouses on the southeast side built, presumably in that order because construction debris and mud would wash downhill during construction, and the high side of the site could be kept clean, and the low side cleaned after the first phase of construction was completed. After construction was complete, dunnage (lumber, usually inexpensive, often waste scrap materials, used to assist in the support and transfer of the hogsheads) was brought in and installed on the cinder floors.

Tobacco was originally shipped and stored in wooden hogsheads, measuring 48 inches long and 30 inches in diameter at the head, and weighing 1000 pounds when fully packed with tobacco. Hogsheads are barrels made up of four parts and an insert. The hogsheads breathe as part of the aging processes. Two parts are mats. One mat is a series of ship-lapped boards held together by steel bands which are bound by nails which are cleated and peened. They are fastened together with steel pins and the two mats become the sides of the barrel. The ends are capped with two lids. These are round metal and wooden covers which fasten in place without being cooped. A hogshead can be emptied and broken down flat, or put together and filled in minutes by one skilled man. Broken down and flattened, they can be stored by the tens of thousands in preparation for return to service. At times, the Chesapeake Warehouse was full to capacity with these vessels.

Hogsheads were rolled in on the dunnage and chocked into place. After filling the floor, another round of dunnage and another layer of hogsheads could be placed on the first, continuing until three layers, or beds, of hogsheads were stacked (a method known as horizontal bed-style stacking). This method allowed for air to circulate freely around the hogsheads. Most of the 24 warehouses in the Chesapeake Warehouse complex have twelve rows of columns forming eleven bays; each square bay could hold 180 hogsheads, with each building's capacity about 3960 hogsheads, for a total of 3,960,000 pounds (or 1980 tons) of tobacco, and a total capacity for the warehouse complex of 55,440,000 pounds (27,720 tons, or 55,440 hogsheads). All

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Commissioned by: Chesapeake Storage Corp.; and 2) Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. The roofs were indeed ten-year roofs: the Chesapeake Storage Minute Book for January 1949 contains an entry indicating that the warehouses were re-roofed.

[6] The two surviving architectural drawings for the Chesapeake Warehouses are 1) Permit Number: 22088, Tobacco Storage Shed, Address: E. side of Dinwiddie Ave. between 9th and 15ht Sts., 1931 Control Number:1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.; and 2) Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp.

movement of tobacco in the warehouse complex – loading, weighing, sampling, fumigating, inventorying, and unloading - was originally done by hand.

In 1928, at the same time that the Chesapeake Warehouse was beginning to come into being, Philip Morris was looking around Richmond for a site for a new production facility. Philip Morris appears to have purchased and refitted an existing factory (now known as the Philip Morris Stockton Street Plant, 700 Stockton Street, 127-0457-0057) on the corner of Maury Street and Commerce Road in order to produce several blended cigarette brands, beginning operations in 1929.[7] Simultaneously, the Chesapeake Warehouses were under construction, and the warehouses and the new Philip Morris plant opened at the same time. Importantly, Philip Morris did not provide any warehouse space for itself. The two facilities were just four blocks apart, and the new Chesapeake Warehouses provided exactly the kind of high-capacity, easy-access warehouse space necessary for the kind of high-speed production Philip Morris undertook in their new, retrofitted facility. (Philip Morris and the Chesapeake Warehouses would expand simultaneously in 1937 and the Philip Morris plant would expand again in 1945.)

It seems apparent that the Chesapeake Warehouses were conceived as a part of the new Philip Morris plant. Without them, the Philip Morris plant would not have been able to operate. Bulk leaf storage was critical to the ability of a cigarette company like Philip Morris to maintain the "blend" of their cigarettes: not only did the requisite tobacco types have to be on hand to maintain the blend, they had to be close enough, and accessible enough, that specific tobacco types could be delivered at a moment's notice to the nearby cigarette production facilities.

Philip Morris was an important client of the Chesapeake Warehouses, but not the only one. An examination of the Chesapeake Warehouse account books between January 1929 and March 1933 reveal some 55 tobacco companies using their facilities, including:

Allegheny Warehouse Company
Alliance Tobacco Company
American Suppliers Incorporated
American Tobacco Company
Big Henderson Warehouses
Brown & Williamson Tobacco Company
C.L. Lee
Cameron Dunlop Company
Carrington & Company Tobacco Company
Chamberlayne Leaf Tobacco Company
China American Tobacco Company (RM)
China American Tobacco Company (RIC)
China American Tobacco Company (GA)
Cobb-Gwynn Tobacco Company
Commonwealth & Southern Corporation
Continental Tobacco Company

[7] The Philip Morris Stockton Street Plant is listed as a contributing resource in the Manchester Industrial Historic District. The date listed in that nomination for this resource – 1937 – is incorrect, and refers to an addition made to that building. The nomination lists the building as being built in 1937, with additions in ca. 1945 and 1982. The building was actually a pre-existing structure purchased by Philip Morris, onto which several additions were made. Three drawings for the Philip Morris Stockton Street plant survive at in the City of Richmond's Bureau of Permits and Inspections, Building permit architectural blueprints and specifications, 1907-1949 Collection at the Library of Virginia. Those drawings are: 1) Permit Number: 24268, Factory Building, Address: 700 Stockton St., 1937 Control Number: 1953, Drawn by: Francisco & Jacobus, Engineers & Architects, New York, Chicago; Contractor: N/A; Commissioned by: Philip Morris & Company, Ltd., Inc.; 2) Permit Number: 24368, Power House for Philip Morris & Co., Ltd., Address: Rear of 212 East 8th St., 1937 Control Number: 2014, Drawn by: Francisco & Jacobus, Engineers & Architects, New York and Chicago; Contractor: N/A; Commissioned by: Philip Morris & Co.; and 3) Permit Number: 26538 1/2, Commission Stemmery Building, Address: Everett & 8th Sts., 1941 Control Number: 2247, Drawn by: Baskervill & Son; Contractor: Laburnum Construction Co.; Commissioned by: Philip Morris & Co., Ltd., Inc.

Dark Tobacco Company
Dibrell Brothers Tobacco Co.
Eastern Leaf Tobacco Company
Export Leaf Tobacco Company
Ferrel Brothers Tobacco Company
George W. Helms Company
H. A. Williford Company
International Planters Corporation
J.B. Johnson Company
J. H. Cheatam Tobacco Company
J.B. Moms Company
J.L.Ellis Company
James L. Miller Tobacco Company
John L Wingo & Company
John M. Taylor Company
JP Taylor & Company
Ligget-Meyers Tobacco Company
North Carolina Warehouse
P. Lorillard Company
Pemberton & Penn
Philip Morris & Company
R. L. Swam & Company
R. J. Reynolds Tobacco Company
Receivers Tobacco Growers Corporation
Reed Tobacco Company
S.B.Smith & Company
Simmons & Harris Tobacco Company
Stephano Brothers Company
Timmonsville Tobacco Company
Tobacco Trading Corporation
Tobacco Growers Cooperative Association
Tobacco Trading Corporation
Tuckett Tobacco Company
United Leaf Tobacco Company
Unites States Tobacco Company
Virginia Leaf Tobacco Company
Wiley & Schlade & Company
William B. Beach & Company
Y.L. Cheatam

Examination of the Chesapeake Warehouses ledgers reveal that the determining factor in how fast the business grew was the completion of new warehouses and the availability of the space. Construction seems to have slowed by April 1933, though the last set of known drawings is dated 1936. The 1936 plans were for 200,000 square foot expansion onto the Vaughn property, on the adjacent block to the east, across Dinwiddie and adjacent to Philip Morris's parking lot. These warehouses filled the entire block with more warehouses exactly like those already constructed. (This land – known as the Vaughn property, was always leased by the Chesapeake Storage Company, and never owned by them; this site had persistent drainage problems,[8] and the warehouses were demolished in the 1970s.) Company ledger entries reveal a few additional customer names after the warehouses reached capacity; expansion became a topic of conversation as early as 1934. Even with the addition of 200,000 square feet, land and space acquisition were a regular items on the agenda for the Chesapeake Warehouses Board of Director's meetings through the 1970s. In 1970, Philip Morris alone

[8] The drainage problems at the Vaughn property are mentioned as early as September 1962. See Chesapeake Storage Corporation, Minute Book, September 1962. See also Chesapeake Storage Corporation, Minute Book, September 1963.

averaged a monthly inventory of 50,000+ hogsheads of tobacco at the Chesapeake Warehouses. In 1955, when the Marlboro Man made his debut, Philip Morris was barely included in the top ten tobacco companies in the United States; five years later it was #6. In 1983, Philip Morris rose to #1, and remains there today, retaining half of the market share. Throughout its rise to market dominance, Philip Morris used the Chesapeake Warehouses to store the tobacco that made up its "blend," and used the facility as an integral part of its production process.

Insects and the "Closing" of the Facility

The Chesapeake Warehouses originally served Philip Morris, American, Reynolds, P. Lorillard, and other tobacco companies in its louvered, or "open", warehouses from 1929 through the 1940s. The warehouses were not open to the air, as the term implies, but rather were galvanized metal-clad and louvered buildings with no insulation, no interior finishes, and no impermeable weather barriers. This was the typical design of tobacco warehouses as they sprang up across Richmond's south side to serve the new high-speed cigarette production facilities. The high concentration of tobacco in these new, large warehouses, and the new process of ageing it in bulk gave rise to a new problem: the tobacco beetle.

The shift to large-scale warehousing meant that tobacco was left in storage for several years, creating an ideal environment for the tobacco beetle. Tobacco beetles are insects that are drawn to tobacco, and will live their entire lives in the leaves, if left alone. They consume the leaves for food, and use them for shelter and breeding grounds, destroying the product. This occurs most often while they are undisturbed and undetected, which in the case of the Chesapeake Warehouses occurred while the tobacco was stored out of sight in massive hogshead barrels. The hogshead's design has survived for centuries due to its ventilating effects. This characteristic, unfortunately, also allowed access to the beetle, causing significant monetary loss.

The battle against the tobacco beetle was exactly the same as the treatment for insects that attacked and consumed rice, wheat, barley, chocolate, paper, coffee, tea, fruit and a host of other consumables. Fumigation, a method by which oxygen is removed from the insects' permeable environment and replaced with gas, effectively killed both insect and eggs. This is done best in buildings which are impermeable, and can hold asphyxiate gases for 96 hours, at levels where no egg or embryo could survive. The skin of choice for those buildings is metal. Metal skins can be gasketed and covered with impermeable coatings which reduce the majority of preparation necessary to control gases in these warehouse fumitoriums, therefore accomplishing its function without interruption or posing a real danger out of doors. Warehouse #5 at the Chesapeake Warehouses is just such a fumitorium.

Fumigation began as early as September 1930, but it soon became apparent that architectural changes – and more space - were necessary in order for fumigation to prove effective. By 1954 many other bulk tobacco storage buildings were being built to handle the demand for space. They were commonly skinned with flat-seamed sheet metal or steel "R"–panels and gasketed. In December 1953, the Chesapeake Storage Corporation first discussed the necessity of enclosing the warehouses, determining that enclosing then was critical to "maintain present business."[9] In January of 1954 the firm sought proposals for enclosing the warehouses, and work was underway by June 1954.[10] Chesapeake Warehouse facility was retrofitted between June 1954 and September 1960, when the last of the warehouse retrofits was completed, becoming a "closed" facility.[11] Galvanized metal louvers were replaced with seamed steel panels, which remain in place today. The typical fumigation process was done with smoke via 'smudge pots' at first. In the 1960s methyl bromide, a concentrated antioxidant gas was used. It is still the gas of choice worldwide, but has been declared illegal in the US due to its greenhouse effect, and has been replaced by Phosphine. All are asphyxiates and dissipate when ventilated.

The Chesapeake Warehouses did business as usual until the late 1970s when warehouse technology and liability concerns forced the abandonment of horizontal bed style-stacking on cinder floors (following

[9] Chesapeake Storage Corporation, Minute Book, December 1953.
[10] Chesapeake Storage Corporation, Minute Books, January 1954 and June 1954.
[11] Chesapeake Storage Corporation, Minute Book, March 1958, December 1958, January 1969, July 1959, and September 1960.

multiple accidents in warehouses from stacked hogsheads falling on workers). By then vertical barrel stacking on hard surface floors was safer, more efficient and much faster. The first concrete floors were poured in 1969; these were to have dire results in ensuing decades.[12] In the 1970s, the Chesapeake Warehouses had been inherited by the next generation, and shortly thereafter, another generation of Gravelys who were absentee administrators and executives. Intimate business associations and reinvestment suffered while the facility fell out of' favor with local production managers. The Chesapeake Warehouses were all but dormant for several years.

Recent History

During the 1980's, J.P. Taylor and Tom Cummings (an ex-Chesapeake Warehouse manager) leased space for storage of damaged wooden hogsheads mats and lids in the East side warehouses (#6 -- #10), utilizing the buildings and keeping them in use. However, time, and the lack of a Gravely presence took its toll. Water came into those warehouses from above and below as they sat mostly idle, often full of mats and lids. (The topographic situation, mentioned earlier, exacerbated the situation. In an attempt to dry the buildings, concrete floors were poured, which had the unintended impact of concealing water beneath them on the lower, northwest portion of the site, leading to a concealed and extensive termite infestation.) Termites got a serious foothold. Without emptying the warehouses completely, termite infestation was impossible to see or to treat. The non-resident owners were hesitant to change the status quo, and termites flourished as the facility declined.

In late 1993, Wingfield Construction Corporation was called to investigate and repair several buildings damaged by neglect, misuse and termites. After repairs and a close investigation of the market, the family's limited liability corporation (LLC), which replaced the defunct Chesapeake Storage Company, was advised to affect changes and to make investments sufficient to return the facility to proper service. The LLC members agreed and work began in phases in 1994. Concrete floors were poured in the warehouses. These southeast warehouses, aside from damage done due to roof leaks had far less termite damage than those with asphalt floors. The repaired warehouses were #1, #2, #3, #4, #5, #12, #13, and #14, on the northwest side of the site. (Rail service had long been terminated, and it remains unavailable to the site – the only access now is by truck.). The roofs of all warehouses were repaired, including the skylights, and between 1994 and 1996, new EPDM roofs were added. A sprinkler system was added to the warehouses for the first time. These and other improvements returned the Chesapeake Warehouses to service, and Philip Morris once again began using the facility. Unfortunately, maintenance once again became a problem, and a massive termite infestation – encouraged by the moisture trapped beneath the concrete floors on the lower, southeast side of the site, became overwhelming. It was also discovered that original terra cotta pipes were originally installed beneath the buildings (and the entire site), draining the site from northwest to southeast. Those terra cotta piles had collapsed, and the subfloors of Warehouses #6-10 (the southeast warehouses) were holding water, fueling the termite problem. Since there was no regular process of inspection (and since the use of the warehouses for the storage of matts and lids filled them, and made it almost impossible to even see the floors), the termite damage became extensive and structural on the lower side of the site. All warehouses were emptied, and multiple comprehensive termite treatments were instituted. While the warehouses on the upper, northwest side of the site were not badly damaged (and the repairs there were limited to in-kind replacements of the lower portions of some wood members), it was determined that, unfortunately the warehouses the lower portion of the site could not be saved, and beginning in 2007, those structurally compromised buildings were removed. The remaining Chesapeake Warehouses have been returned to use, and remain in excellent physical condition.

Similar Resources

There are several significant tobacco-related resources listed on the Virginia Landmarks Register and the National Register of Historic Places, but it appears that there are no listed resources that reflect the critical significance of the modern, single-story tobacco warehouse to the 20C cigarette industry, a defining sector of the Virginia economy.

[12] Chesapeake Storage Corporation, Minute Book, May 1969.

For example, tobacco farming and curing is represented in the E18C Toombs Tobacco Farm, Charlotte County (019-5146). The early traditions of 18C tobacco warehousing is represented by the mid-18C Old Tobacco Warehouse (also called the James Mills Storehouse), in Middlesex County, and the ca. 1855 Brooklyn Tobacco Factory, Halifax County (041-0259), clearly records the ways in which tobacco was processed in the M19C. The Danville Tobacco Warehouse and Residential District, Danville (108-0058) contains a series of modest tobacco warehouses from the 1870s and 1880s, as well as larger complexes built at the turn of the 20C by such conglomerates as the American Tobacco Company, R.J. Reynolds, Lorillard, and the Imperial Tobacco Company, but not resources, including warehouses, related to the M20C tobacco industry.

Two Richmond historic districts contain many 20C tobacco production resources; those districts are the Shockoe Valley & Tobacco Row Historic District, Richmond (127-0344), and the Manchester Industrial Historic District, Richmond (127-0457, two boundary increases). The Shockoe Valley & Tobacco Row Historic District contains many tobacco-related resources, reflecting the generations before that represented by the Chesapeake Warehouses. Resources in the Shockoe Valley & Tobacco Row Historic District ranging from M19C tobacco factories (including the John Enders factory (ca. 1849, the Myers Brothers factory (1850), the William Grant factory (1853), and the Robinson factory, (ca. 1849) to large, E20C warehouses, including the P. Lorilland Warehouse (ca. 1890) to the most important time for tobacco in this district, the L19C, represented by the Pace Tobacco Company. The turn of the 20C brought with it a decline of the small tobacco producers in the district, and great change brought about by the high-speed automation of the cigarette production industry. Locally-based manufacturing did continue, for example, see the Cameron Annex (1897 and 1905) and the Climax Warehouse (1899), but only one locally-owned company that saw significant E20C expansion was Larus and Brothers (1897, rebuilt after a fire in 1911, expanded 1916 and 1925). National mergers greatly impacted the cigarette industry in this district: example, Allen and Ginter merged with W. Duke and Sons, Kinney Tobacco Company, W.S. Kimball and Company, and Goodwin and Company to become the American Tobacco Company, which at one point controlled 90% of the cigarette manufacturing in the United States. National companies maintained a presence in the district, including Philip Morris (1933) and American Tobacco, but the 20C was to see the cigarette industry move south of the James River into South Richmond. The Manchester Industrial Historic District, Richmond (127-0457, two boundary increases) includes the Philip Morris Stockton Street Plant (127-0457-0057), possibly a pre-existing building that was purchased by Philip Morris which definitely saw major construction activity in 1937 and 1945. Interestingly, none of the related warehouses – the buildings that made high-speed cigarette production possible – are listed. Other large M20C cigarette production facilities in South Richmond, such as R.J.Reynolds and Philip Morris are not listed on the Virginia Landmarks Register or the National Register of Historic Places.

While the tobacco industry in Virginia from the 18C through the close of the 19C is well represented on the Virginia Landmarks Register and the National Register of Historic Places, the 20C industry – the industry at a time that it was one of Virginia's most significant economic sectors, and at a time when they led the nation in significance – are barely represented on the Registers. Most significantly, the warehouse system which made high speed cigarette production possible is not represented at all. The Chesapeake Warehouses are an excellent and early – perhaps the earliest – example of that building type, and the listing of them would go a long way to representing that under-represented category on the Virginia Landmarks Register and the National Register of Historic Places.

Statement of Significance

The Chesapeake Warehouse complex is recommended potentially eligible as a contributing resource to the potential Virginia State University Historic District for listing on the Virginia Landmarks Register and the National Register of Historic Places under Criteria A (Social History) and C (Architecture and Engineering) at the local level of significance with a Period of Significance of 1929-1962.

The Chesapeake Warehouse complex is significant under Criteria A (Social History) for its role in the rapid expansion of the high-speed cigarette manufacturing industry that transformed the industrial face of

Richmond in the early- and mid-20C. The Chesapeake Warehouse complex is also significant under Criteria C (Architecture and Engineering) for its pioneering role as the first in a long line of large, single-story tobacco warehouses built to supply the newly-transformed high-speed cigarette manufacturing industry in Richmond.

Physical Integrity

The Chesapeake Warehouses retain integrity of location, design, materials (the only material change was the enclosure of the warehouses, made from 1954-59, within the POS, and reflective of changes throughout the industry in tobacco storage), workmanship, setting, feeling, and association; integrity of setting and feeling have been compromised due to the loss of some of the warehouses due to termite infestation, though the industrial feeling of the complex remains, and the setting of the area (the surrounding warehouses) reinforces the integrity of setting remains. The physical integrity of the surviving warehouses – both interior and exterior – is excellent.

Listing Consideration

We are seeking evaluation for listing on the Virginia Landmarks Register and the National Register of Historic Places. While we are submitting this PIF as an individual building, we would also suggest consideration for adding it as an expansion to the Manchester Industrial Historic District (127-0457), as the warehouses were an essential component of the Philip Morris plant included as a contributing resource in that district. While the now vacant lots that separate the Chesapeake Warehouses from the district may pose an issue, we would also suggest the consideration of a discontinuous expansion to that district. While the Philip Morris plant and the Chesapeake Warehouse were always owned by separate entities, the location and function of the Chesapeake Warehouse was essential to – and related to – the location and function of the Philip Morris plant.

Attachments:

Photographs by Bryan Green
Photograph Key
Aerial Maps
Sketch Site Plan
USGS Quadrangle Map

Legal Owner(s) of the Property (For more than one owner, please use a separate sheet.)

Mr. ☒ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐

David Wingfield	Chesapeake Partners LLC
(Name)	(Firm)

1950 Trent's Ferry Road	Lynchburg	VA	24503
(Address)	(City)	(State)	(Zip Code)

dbwii@earthlink.net	(512) 753-2992
(Email Address)	(Daytime telephone including area code)

Owner's Signature: _____ Date: _____

• • Signature required for processing all applications. • •

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: _____

Daytime Telephone: ( )

Applicant Information (Individual completing form if other than legal owner of property)

Mr. ☒ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐

Bryan Clark Green	Commonwealth Architects
(Name)	(Firm)

101 Shockoe Slip, Third Floor	Richmond	VA	23219
(Address)	(City)	(State)	(Zip Code)

bgreen@comarchs.com	804-648-5040
(Email Address)	(Daytime telephone including area code)

Applicant's Signature: Date:

Notification

In some circumstances, it may be necessary for the department to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr. ☒ Mrs. ☐ Dr. ☐
Miss ☐ Ms. ☐ Hon. ☐

Dwight Jones	Mayor
(Name)	(Position)

City of Richmond	900 East Broad St. Suite 201		
(Locality)	(Address)		
Richmond	VA	23220	804-646-7970
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this property.

Assessment of eligibility in anticipation of rehabilitation.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes ☒ No ☐
Would you be interested in the easement program? Yes ☐ No ☒

Property Photographs

Photo 1: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, General View to South.

Photo 2: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Site Manager's Office, view to south.

Photo 3: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouses 13, 14, 12, 1, 2, 3, 4, and 5, general view to southwest.

Photo 4: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouses 13 and 14, view to west.

Photo 5: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouses 3, 4, and 5, View to South.

Photo 6: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Storage Building, View to Southwest.

Photo 7: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouse 5, Metal Seam Detail, View to East.

Photo 8: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, Skylight, View to Northeast.

Photo 9: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, Vent Detail, View to North.

Photo 10: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Vent Detail, View to Southeast.

Photo 11: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Site, General View to Northeast.

Photo 12: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouse 4, View to West.

Photo 13: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouse 3, View to Northwest.

Photo 14: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouses 2 and 3 and storage building, View to Northeast.

Photo 15: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Warehouse 2, Richmond, Virginia, Interior, View to North.

Photo 16: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, Column Detail.

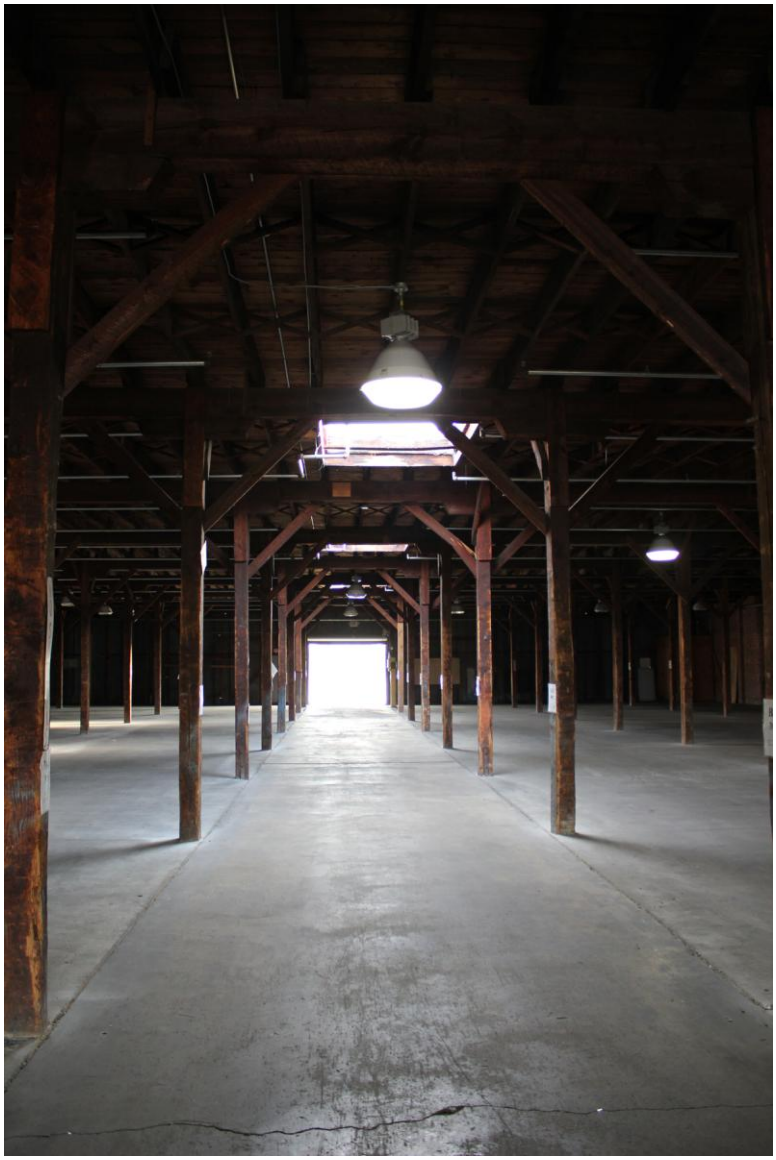


Photo 17: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, Center Aisle, View to Northeast.

Photo 18: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, Warehouse 4, Firewall, View to Northwest.

Photo 19: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, View Northwest.

Photo 20: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouse 2, Door Detail, View to South.

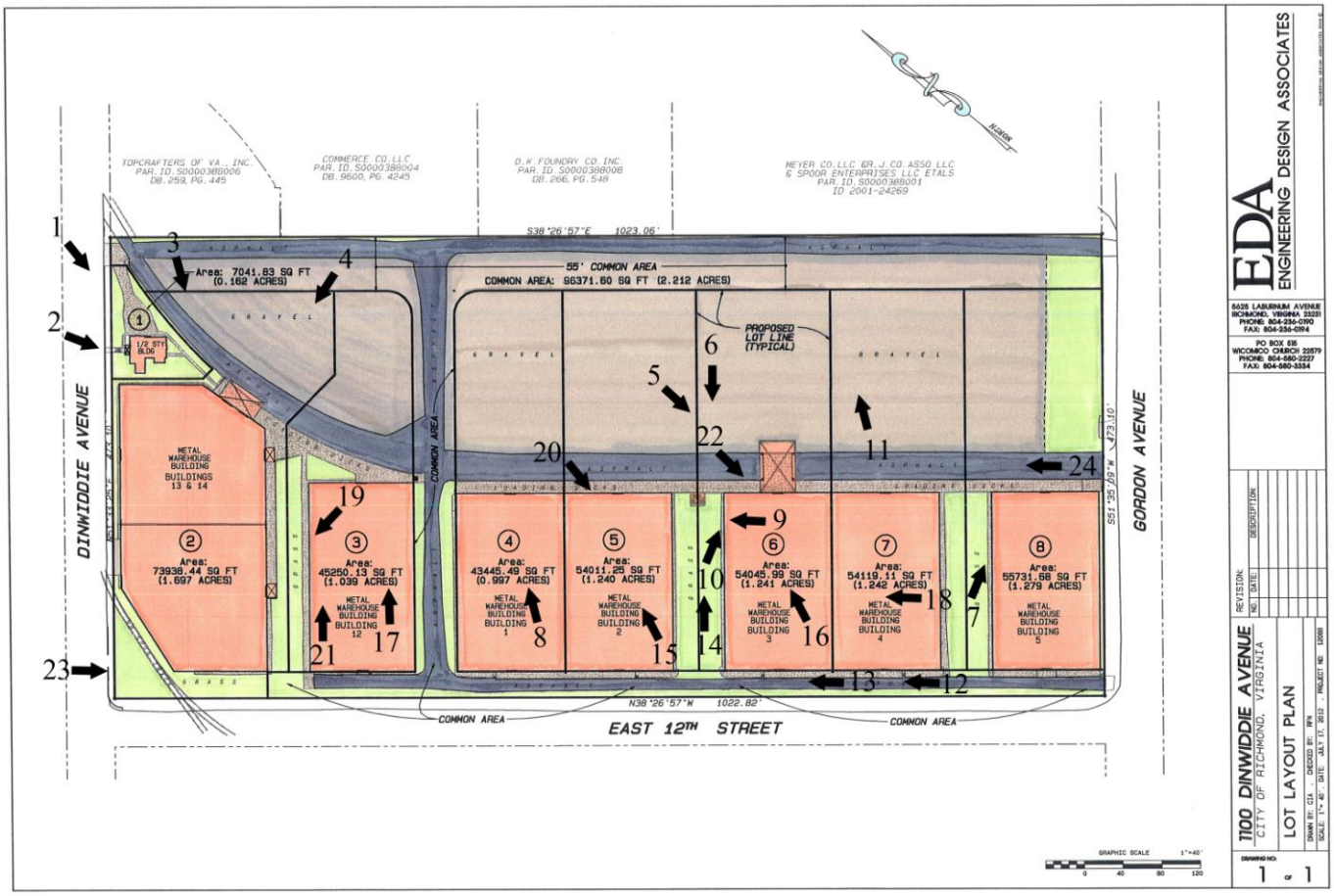
Photo 21: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Interior, Warehouse 12, Vent Detail, View to Northeast.

Photo 22: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, Warehouse 3, Connector Detail, View to Southwest.

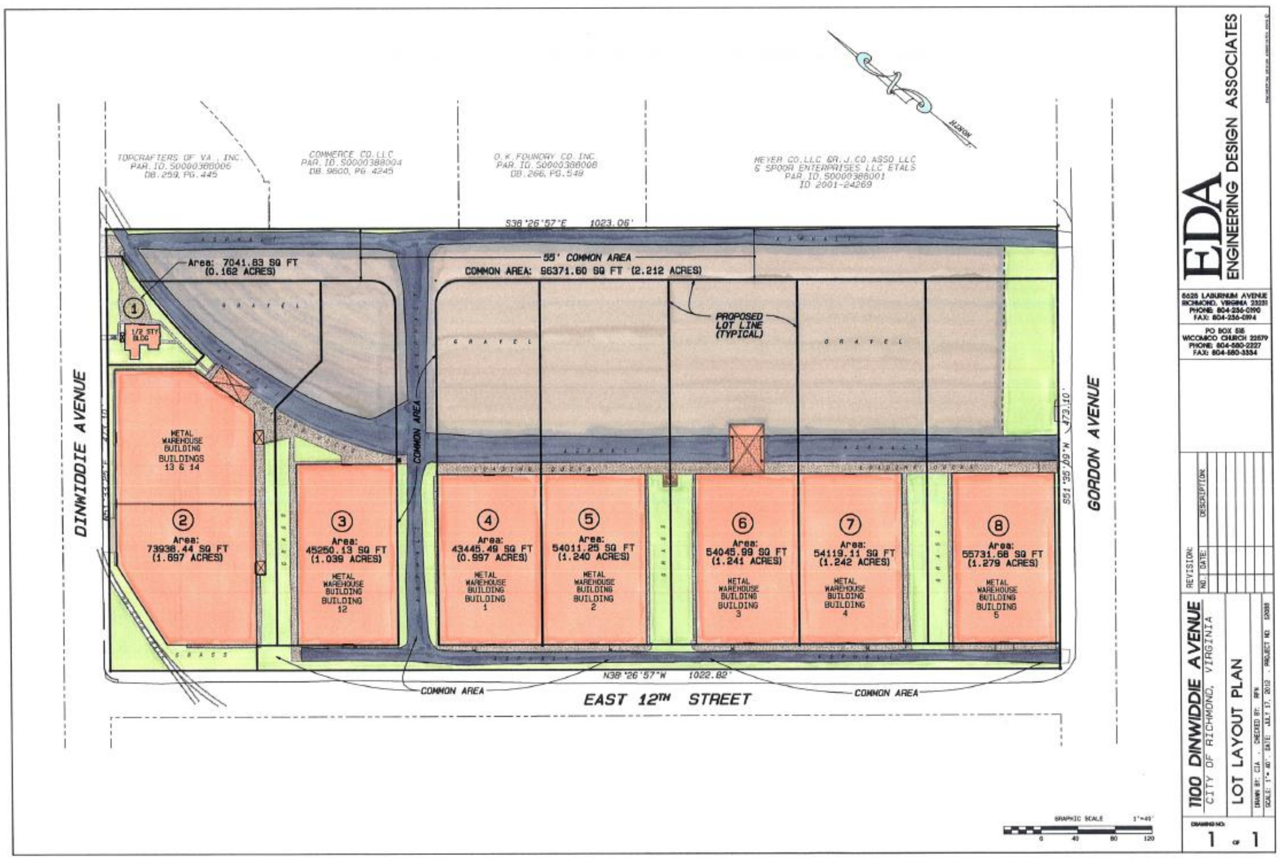
Photo 23: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, General View to Southeast.

Photo 24: Chesapeake Warehouses, 1100 Dinwiddie Avenue, Richmond, Virginia, General View to Northwest.

Photo Key


DINWIDDIE AVENUE
GORDON AVENUE
EAST 12TH STREET
COMMON AREA
55' COMMON AREA
COMMON AREA: 96371.60 SQ FT (2.212 ACRES)
PROPOSED LOT LINE (TYPICAL)
Area: 7041.83 SQ FT (0.162 ACRES)
Area: 73938.44 SQ FT (1.697 ACRES)
Area: 45250.13 SQ FT (1.039 ACRES)
Area: 43445.49 SQ FT (0.997 ACRES)
Area: 54011.25 SQ FT (1.240 ACRES)
Area: 54045.99 SQ FT (1.241 ACRES)
Area: 54119.11 SQ FT (1.242 ACRES)
Area: 55731.68 SQ FT (1.279 ACRES)
METAL WAREHOUSE BUILDING BUILDINGS 13 & 14
1/2 STY BLDG
TOPCRAFTERS OF VA., INC. PAR. ID. S0000368006 DB. 259, PG. 445
COMMERCE CO. LLC PAR. ID. S0000388004 DB. 9600, PG. 4245
O. K. FOUNDRY CO. INC. PAR. ID. S0000388008 DB. 266, PG. 548
MEYER CO. LLC & R. J. CO. ASSO. LLC & SPOOR ENTERPRISES LLC ETALS PAR. ID. S0000388001 ID 2001-24269
S38°26'57"E 1023.06'
N38°26'57"W 1022.82'
S51°35'09"W 473.10'
GRAPHIC SCALE 1"=40'
EDA ENGINEERING DESIGN ASSOCIATES
1100 DINWIDDIE AVENUE
CITY OF RICHMOND, VIRGINIA
LOT LAYOUT PLAN

Site Plan


DINWIDDIE AVENUE
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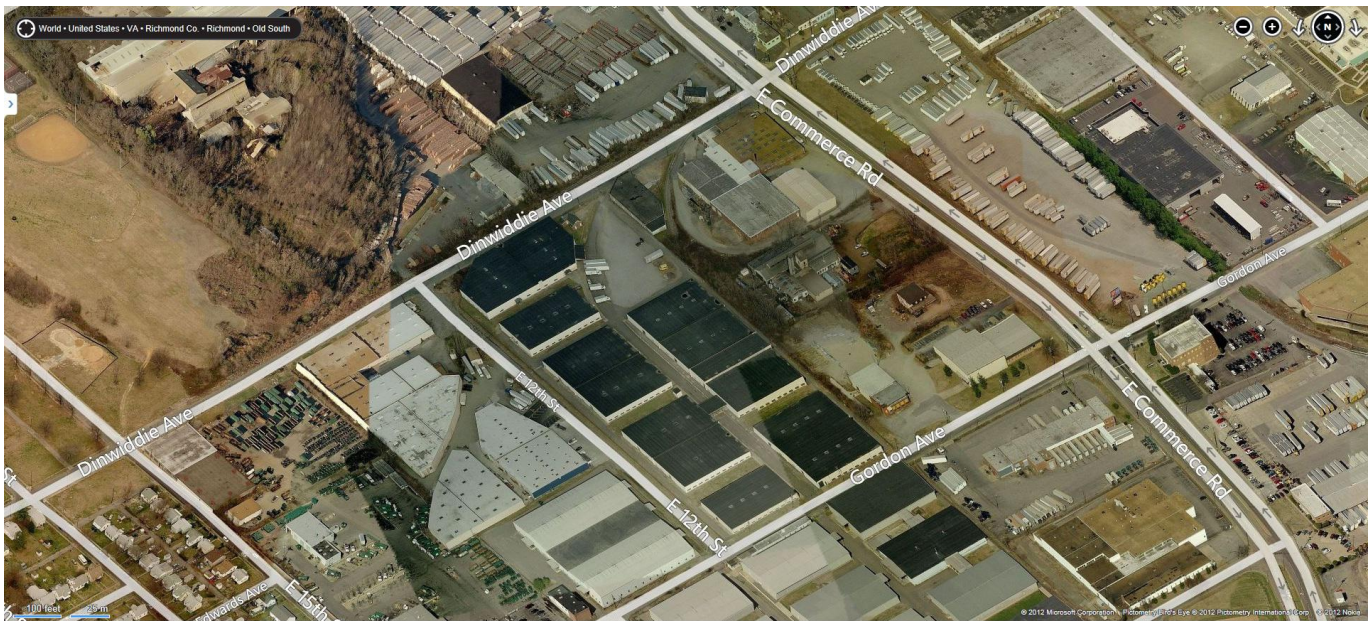
METAL WAREHOUSE BUILDING BUILDING 12
Area: 43445.49 SQ FT (0.997 ACRES)
METAL WAREHOUSE BUILDING BUILDING 1
Area: 54011.25 SQ FT (1.240 ACRES)
METAL WAREHOUSE BUILDING BUILDING 2
Area: 54045.99 SQ FT (1.241 ACRES)
METAL WAREHOUSE BUILDING BUILDING 3
Area: 54119.11 SQ FT (1.242 ACRES)
METAL WAREHOUSE BUILDING BUILDING 4
Area: 55731.66 SQ FT (1.279 ACRES)
METAL WAREHOUSE BUILDING BUILDING 5
EDA ENGINEERING DESIGN ASSOCIATES
1100 DINWIDDIE AVENUE
CITY OF RICHMOND, VIRGINIA
LOT LAYOUT PLAN

Aerial Photographs



Aerial Photograph 1: Aerial Photograph recording location of the Chesapeake Warehouses, pre-demolition. Google Maps, accessed 12 November 2012.

Aerial Photograph 2: Detail of aerial photograph recording location of the Chesapeake Warehouses, post-demolition. Google Maps, accessed 12 November 2012.

Historic Archictural Drawings

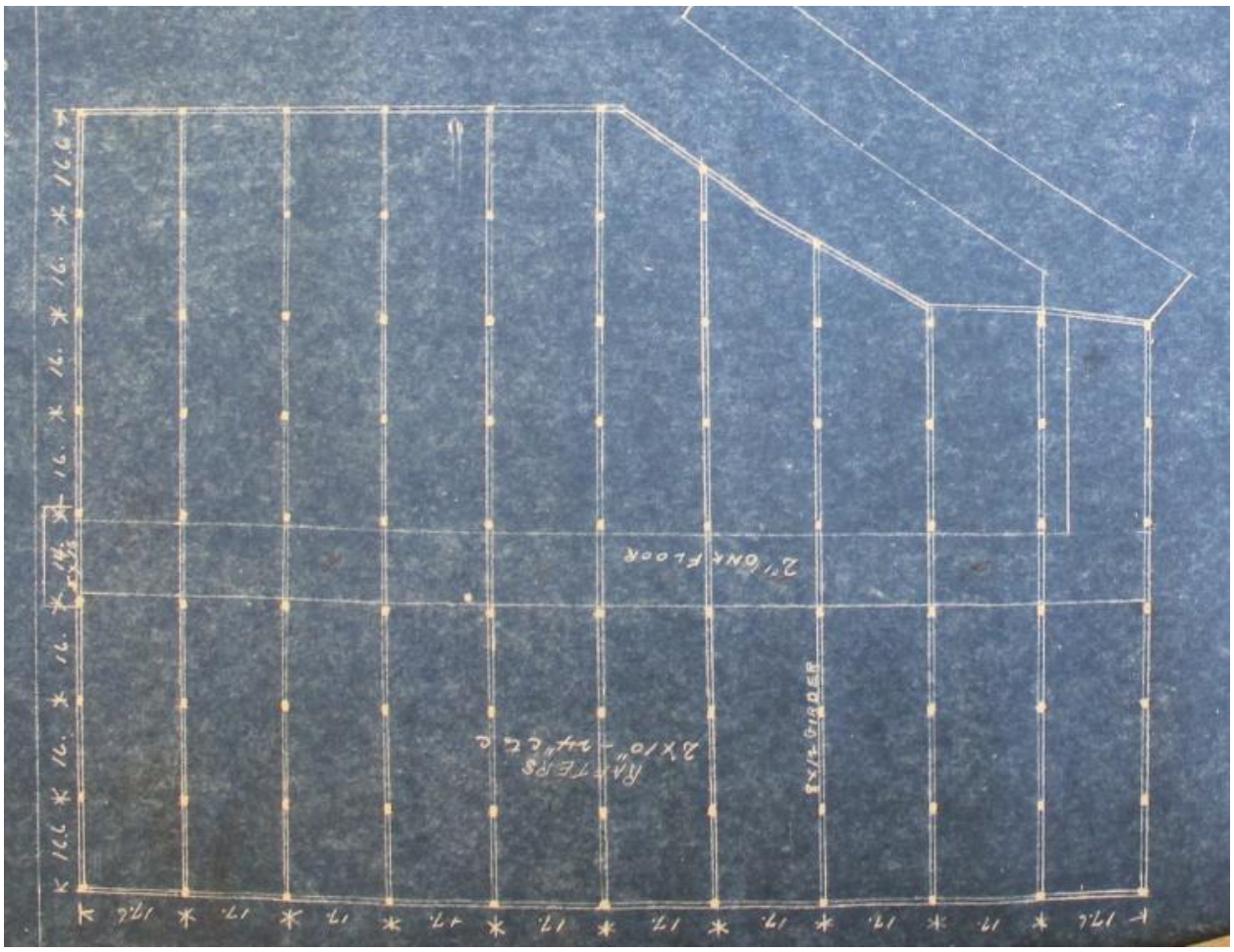


Figure 1: Permit Number: 22088, Tobacco Storage Shed, Floor plans of warehouse 13). Address: E. side of Dinwiddie Ave. between 9th and 15th Sts., 1931. Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

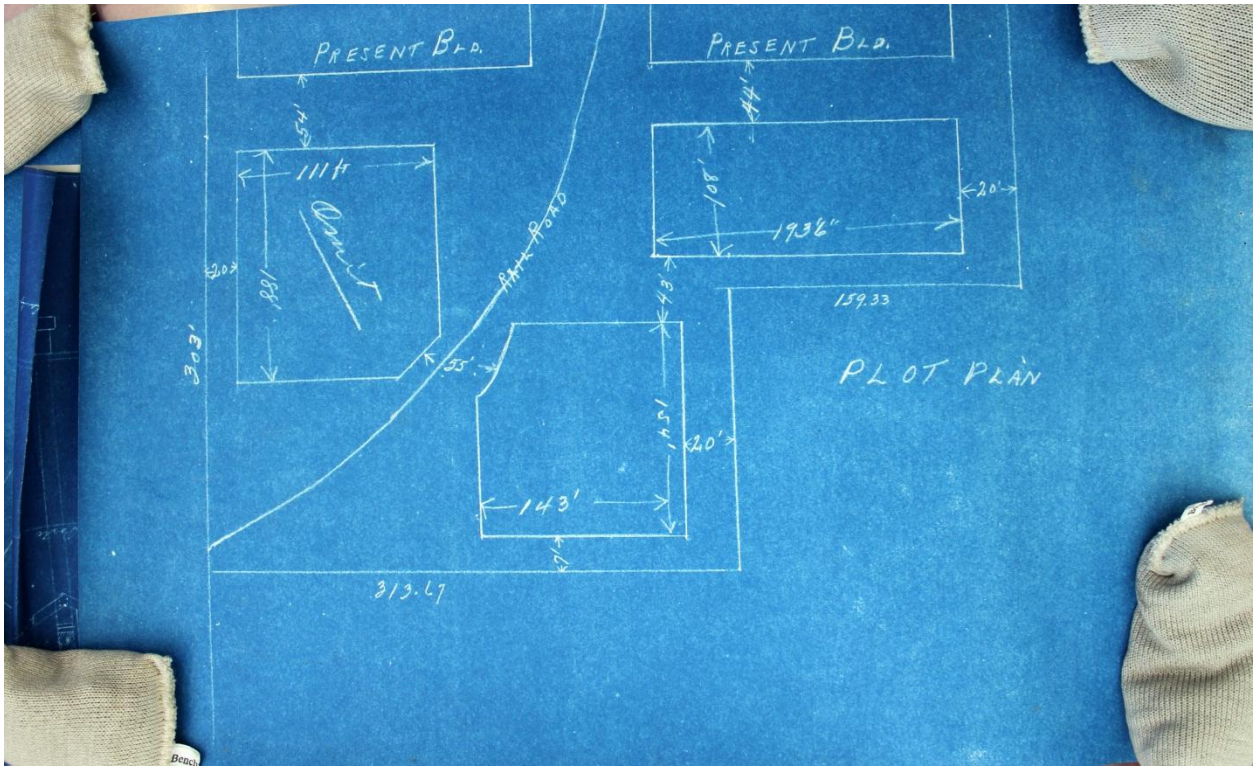


Figure 2: Permit Number: 22088, Tobacco Storage Shed, Plot Plan showing Warehouses, 11, 12, 13, and 6. Address: E. side of Dinwiddie Ave. between 9th and 15th Sts., 1931. Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

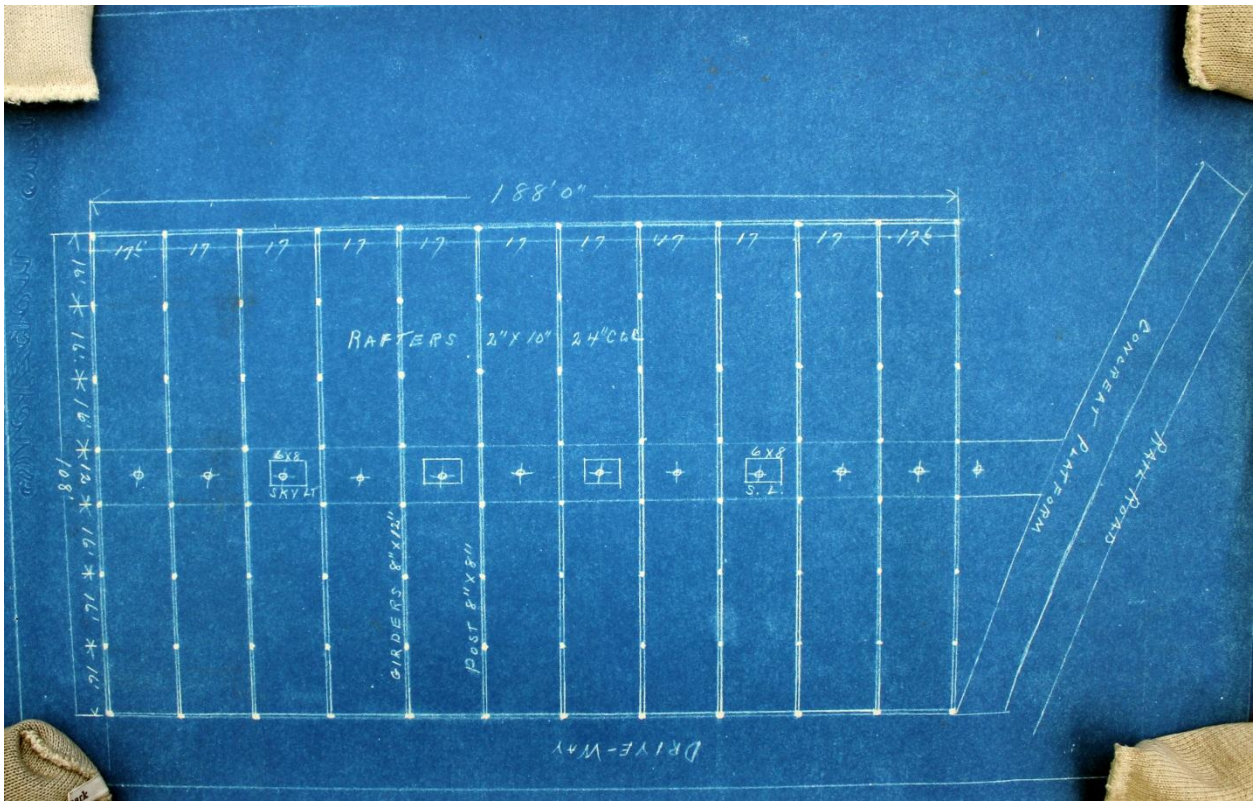


Figure 3: Permit Number: 22088, Tobacco Storage Shed, Floor plan of Warehouse 12. Address: E. side of Dinwiddie Ave. between 9th and 15th Sts., 1931. Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

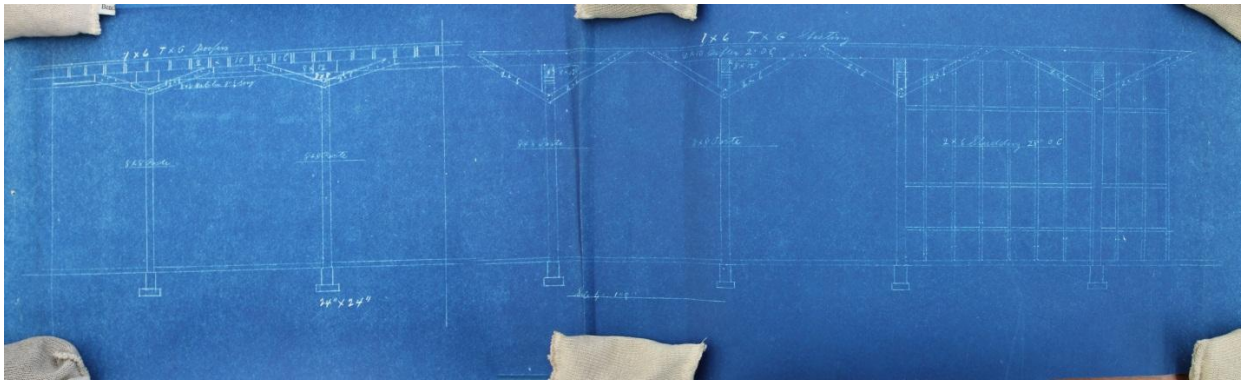


Figure 4: Permit Number: 22088, Tobacco Storage Shed, Typical Warehouse Section. Address: E. side of Dinwiddie Ave. between 9th and 15th Sts., 1931. Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

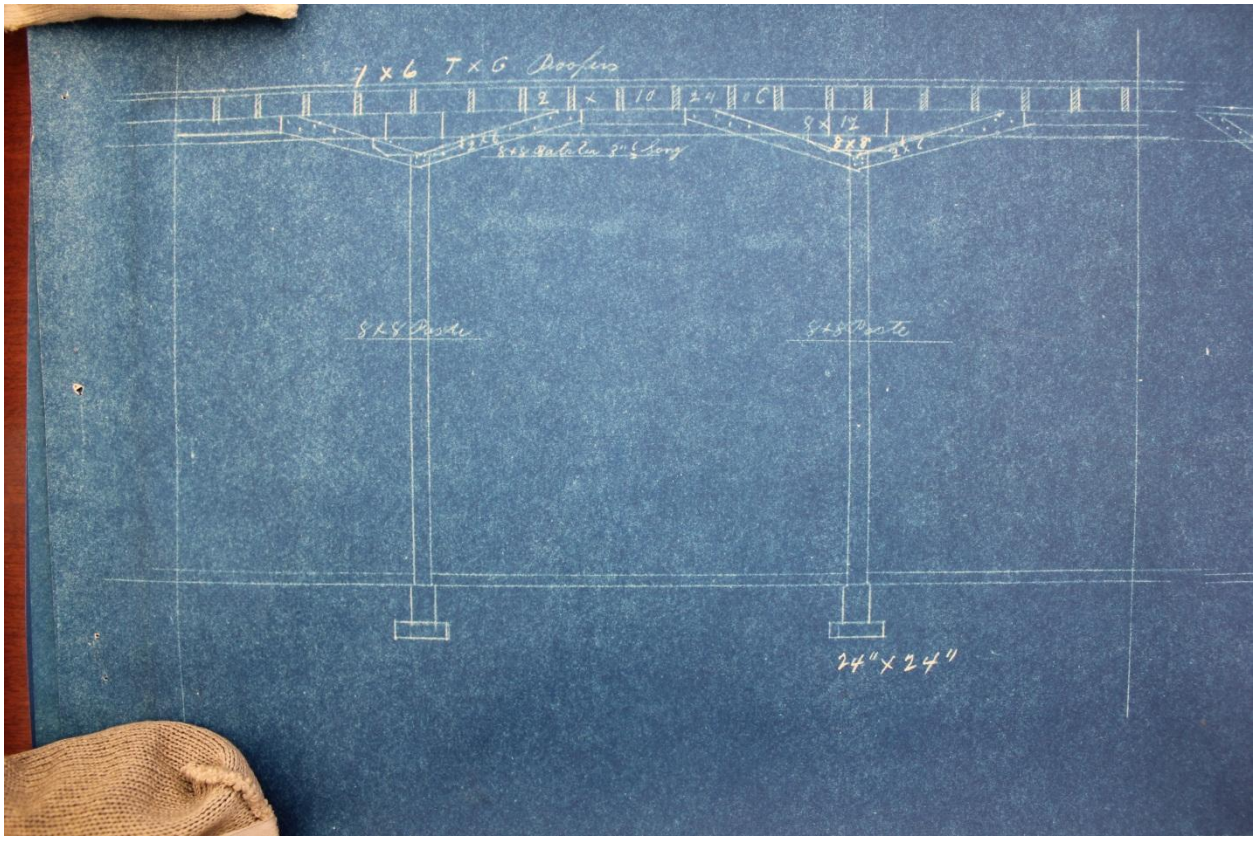


Figure 5: Permit Number: 22088, Tobacco Storage Shed, Detail of Typical Warehouse Section. Address: E. side of Dinwiddie Ave. between 9th and 15th Sts., 1931. Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

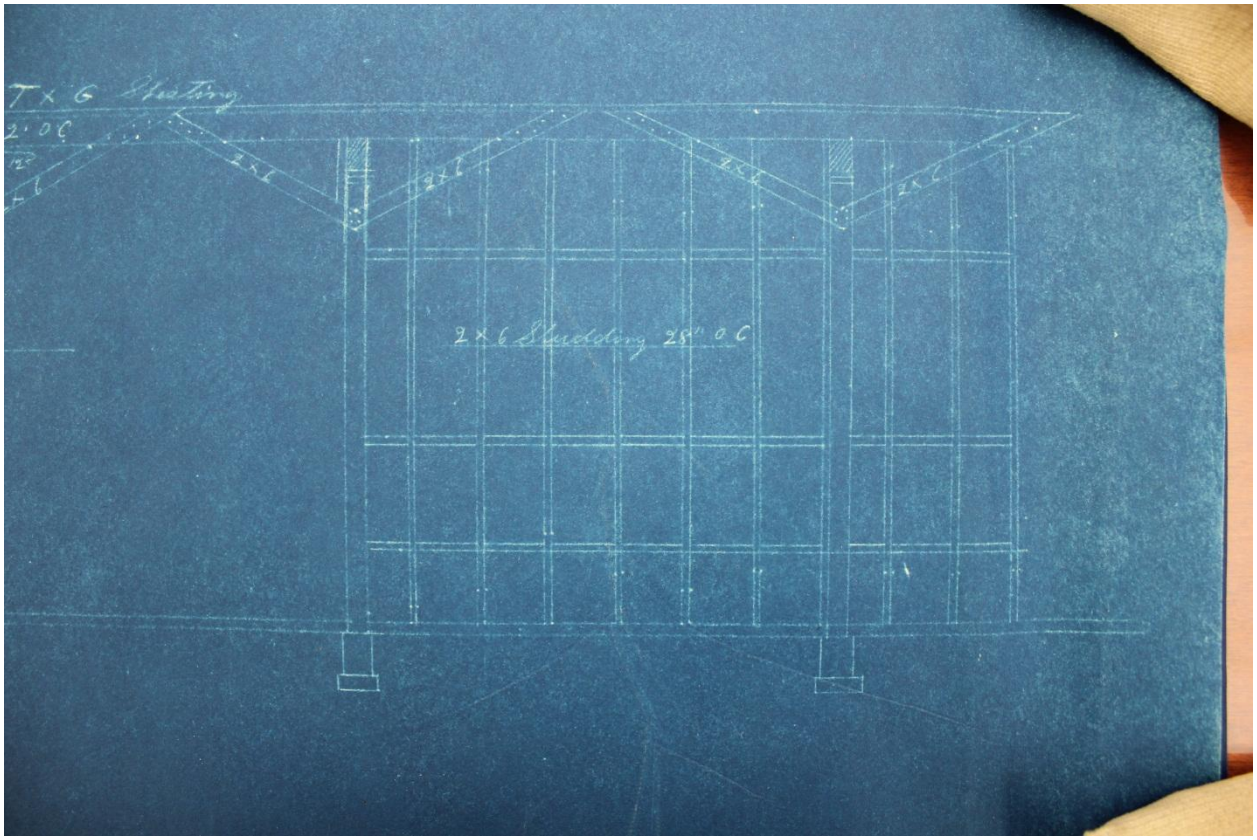


Figure 6: Permit Number: 22088, Tobacco Storage Shed, Detail of Typical Warehouse Section. Address: E. side of Dinwiddie Ave. between 9th and 15th Sts., 1931. Control Number: 1882, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

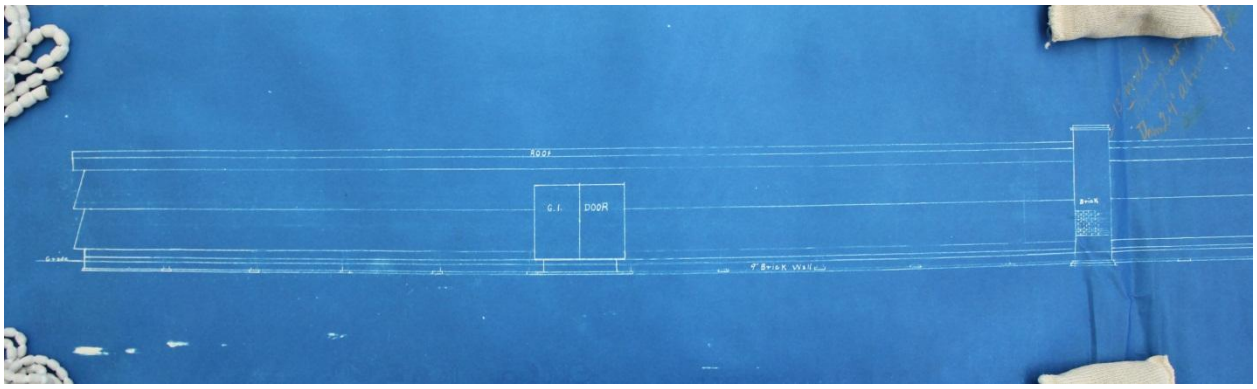


Figure 7: Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Partial elevation showing original louver configuration. Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

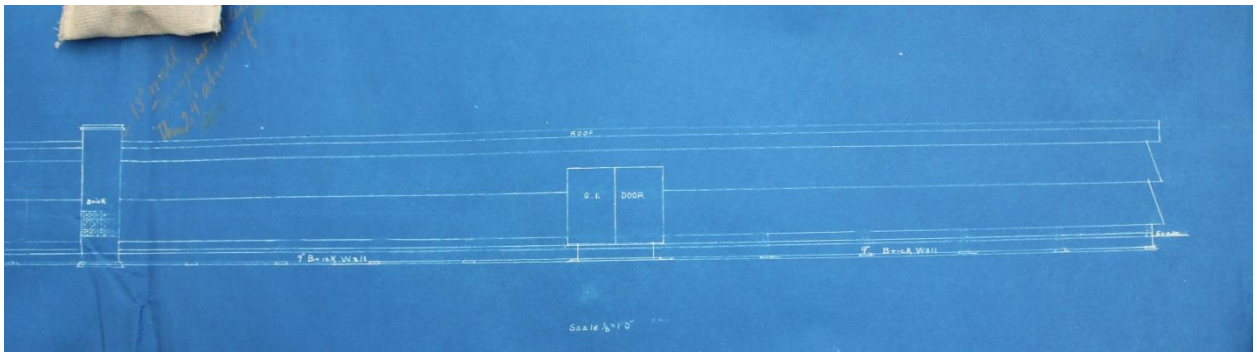


Figure 8: Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Partial elevation showing original louver and door configuration. Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

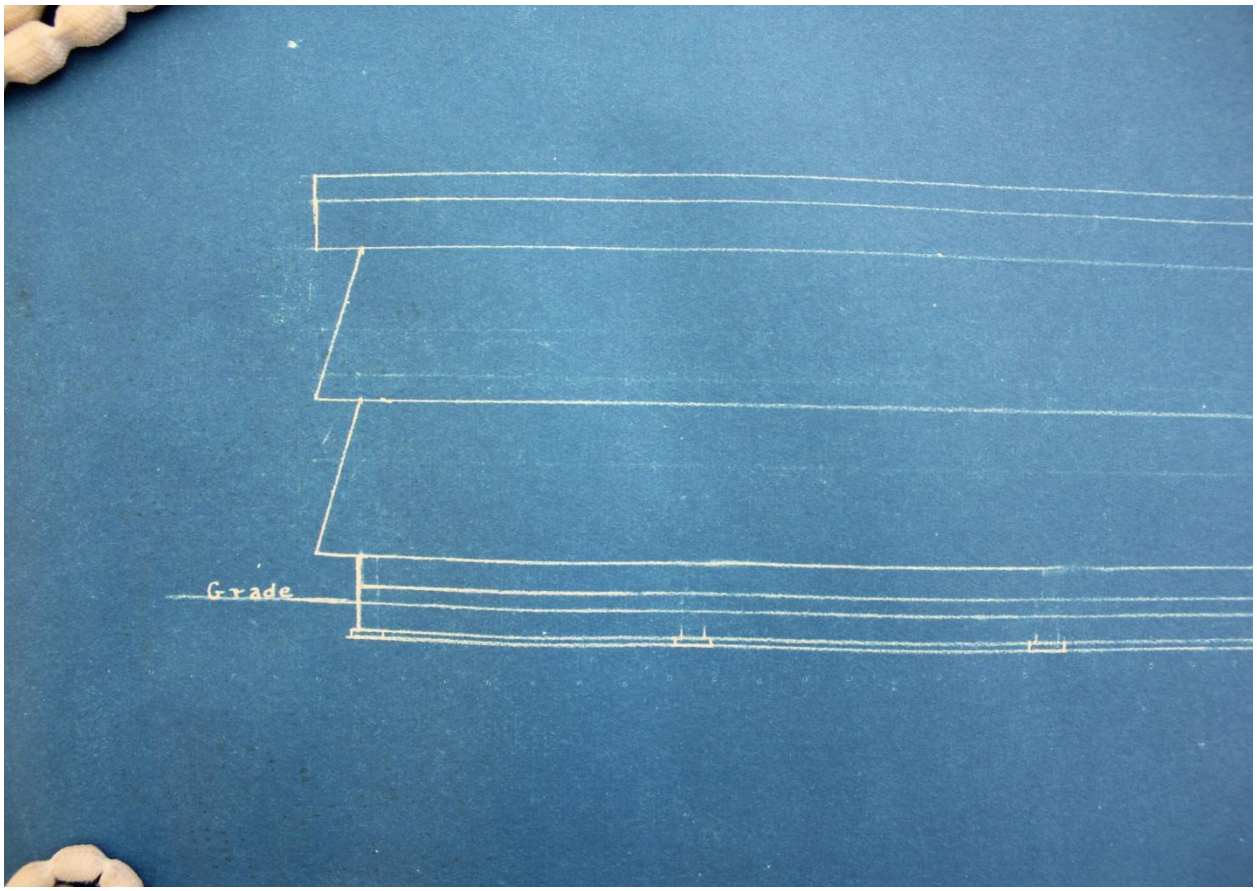


Figure 9: Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Detail of partial elevation showing original louver configuration. Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

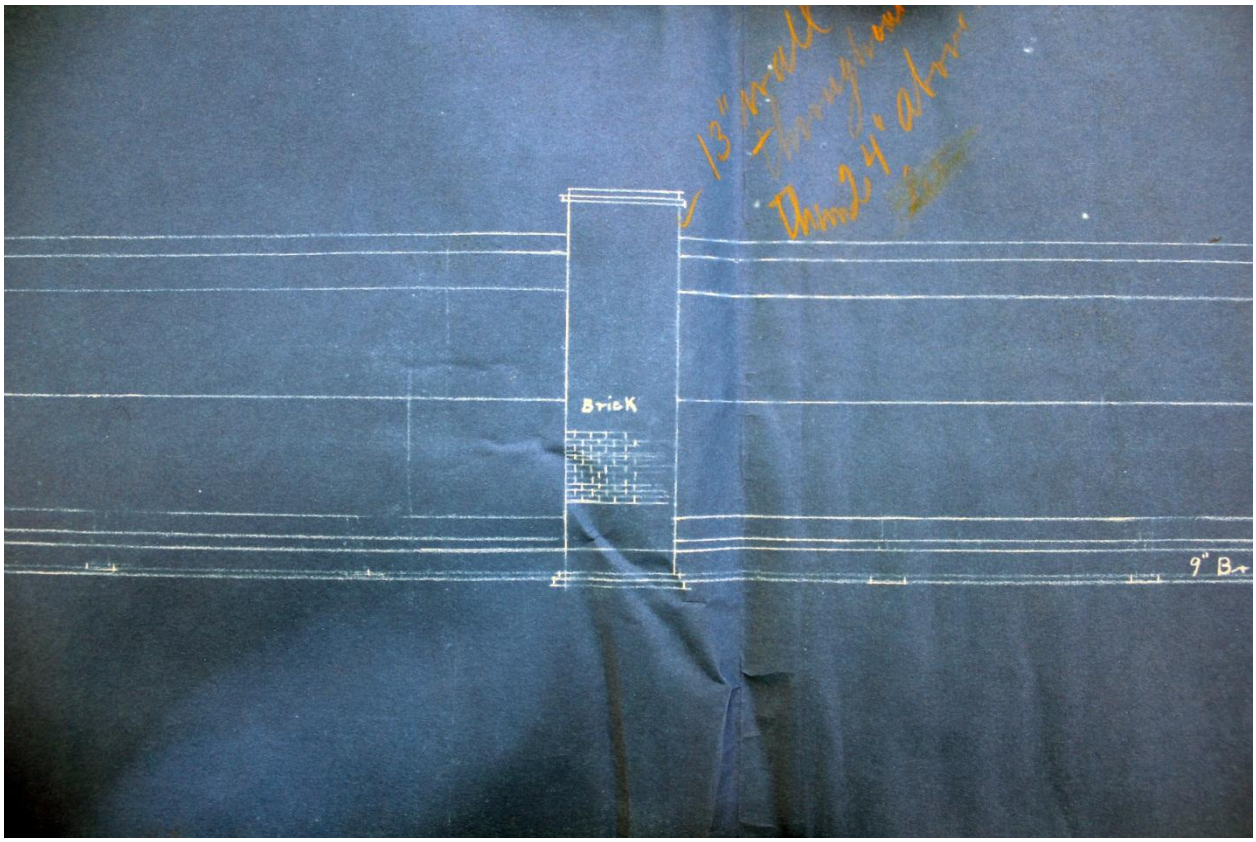


Figure 10: Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Detail of partial elevation showing firewall. Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.

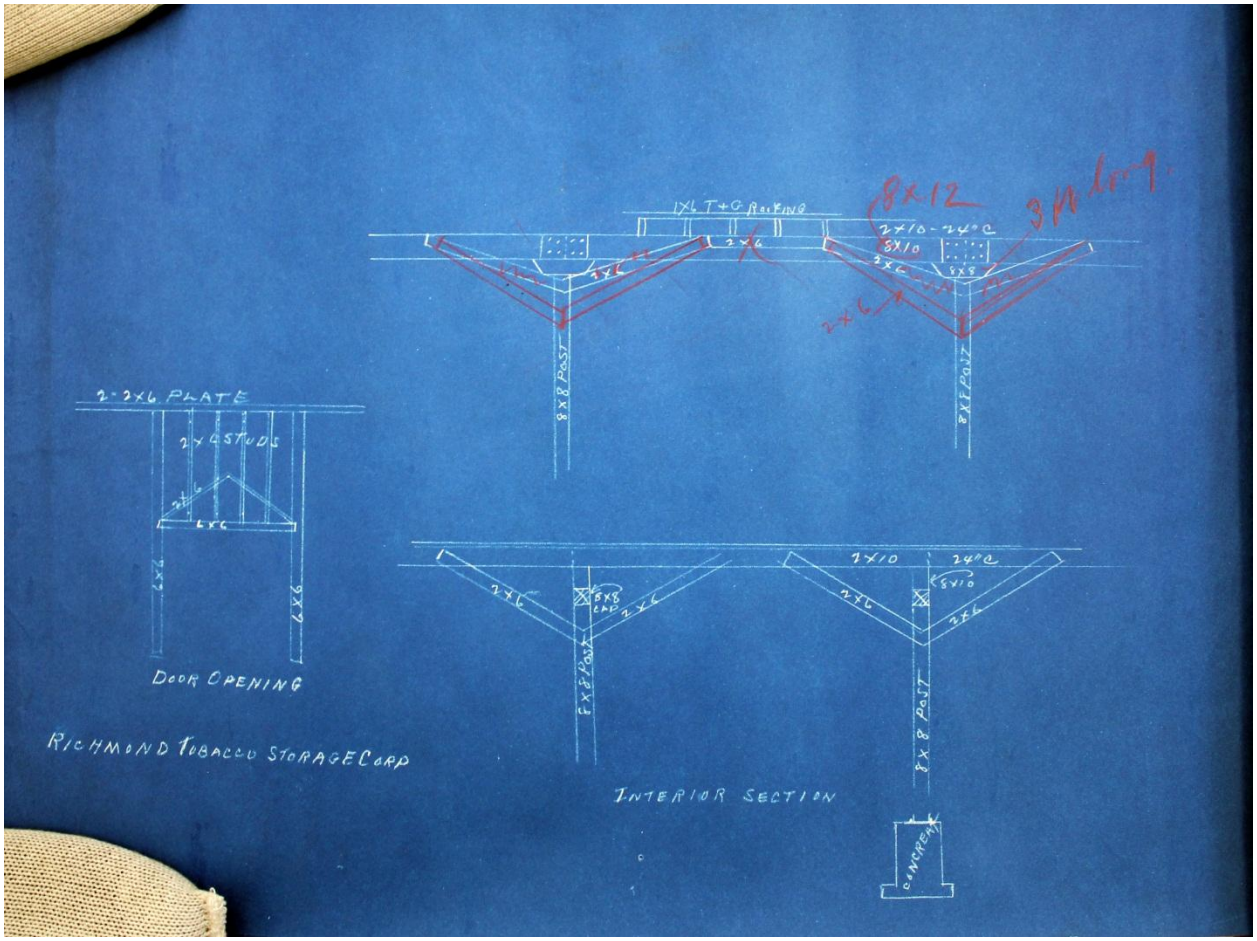


Figure 11: Permit Number: 23866, Standard Open Louver Tobacco Storage Warehouse, Detail of structural columns and beams, and door. Address: Between 11th and 12th Sts., 1936 Control Number: 1959, Drawn by: Unsigned; Contractor: N/A; Commissioned by: Chesapeake Storage Corp. Library of Virginia.